

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-8. (Canceled)

Claim 9. (Currently Amended) A passenger vehicle trunk arrangement disposed behind a passenger seat region, comprising:

a longitudinal member extending along a trunk bottom region; and
[,[,]]

a goods rail oriented approximately in a longitudinal direction of the vehicle and serving for fixing goods to be transported; wherein,

said goods rail being is composed of at least a front [[two]] partial rails rail and a rear partial rail which are separated by a separating plane between the partial rails them, said separating plane extending in an obliquely inclined manner so as to prevent said goods rail from penetrating the seat region in the event of a rear impact; [,[,]]

~~wherein the goods rail overlap overlaps with the longitudinal member; [,]~~

~~wherein a hollow profile shell is placed onto a region of the longitudinal member that is mounted forward of the separating plane; and [,]~~

~~wherein a cavity is formed between the hollow profile shell and the longitudinal member for receiving the rear partial rail in the event of a rear impact.~~

Claim 10. (Previously Presented) The passenger vehicle trunk arrangement according to Claim 9, wherein the separation plane extends transversely with respect to the longitudinal direction in a manner rising from the front to the rear.

Claim 11. (Previously Presented) The passenger vehicle trunk arrangement according to Claim 9, wherein the separating plane extends approximately in a center of the goods rail.

Claim 12. (Previously Presented) The passenger vehicle trunk arrangement according to Claim 10, wherein the separating plane extends approximately in a center of the goods rail.

Claim 13. (Previously Presented) The passenger vehicle trunk arrangement according to Claim 9, wherein the cavity is designed in such a manner that the rear partial rail is inevitably guided downward.

Claim 14. (Previously Presented) The passenger vehicle trunk arrangement according to Claim 9, wherein the goods rail has an upwardly open U-shaped cross section.

Claim 15. (Previously Presented) The passenger vehicle trunk arrangement according to Claim 10, wherein the goods rail has an upwardly open U-shaped cross section.

Claim 16. (Previously Presented) The passenger vehicle trunk arrangement according to Claim 11, wherein the goods rail has an upwardly open U-shaped cross section.

Claim 17. (Previously Presented) The passenger vehicle trunk arrangement according to Claim 12, wherein the goods rail has an upwardly open U-shaped cross section.

Claim 18. (Previously Presented) The passenger vehicle trunk arrangement according to Claim 13, wherein the goods rail has an upwardly open U-shaped cross section.

Claim 19. (Currently Amended) A station wagon vehicle comprising:

a rear seat section; [,,]

a trunk space behind the rear seat section; [,,]

at least one goods rail for fixing goods to be transported, said goods rail extending in a longitudinal direction of the vehicle, ~~said goods rail and~~ being composed of at least two partial rails, including a rear partial rail and a front partial rail which are separated by a separating plane between ~~the partial rails them~~, said separating plane extending in an obliquely inclined manner so as to prevent said goods rail from penetrating the seat region in the event of a rear impact,

a longitudinal member extending below the goods rail; [,,] and

a hollow profile shell placed onto a region of the longitudinal member that is mounted forward of the separation plane; [,,]

wherein a cavity is formed between the hollow profile shell and the longitudinal member for receiving the rear partial rail in the event of a rear impact.

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Claim 20. (Previously Presented) A vehicle according to Claim 25,
wherein two of said goods rails are provided, one on each lateral side of the rear
seat section.

Claim 21. (Previously Presented) A vehicle according to Claim 25,
wherein the separating plane is sloped so as to direct the rear partial rail
underneath the adjacent forward partial rail in the event of a rear impact.